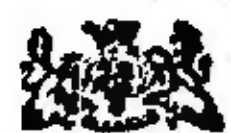






## INTIMATION.



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A. S. WATSON & CO.,  
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WINE AND SPIRIT MERCHANTS.

SCOTCH  
WHISKY.

WATSON'S VERY OLD

LIQUEUR SCOTCH WHISKY.

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BLEND.

Pronounced by Connoisseurs to be the  
BEST BRAND in the FAR EAST.

Per Dozen ... \$15.00

The following Blends are also recom-  
mended, and are unsurpassed in quality:—

A.—THORNE'S BLEND... \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine 'Soda'

Whisky of great age ... 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.40

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

## MARRIAGES.

On the 18th June, at the Maitland Hotel, Edinburgh, by the Rev. Dr. Forrest, West Coast Parish Church, Gordon Charter, son of W. G. St. Clair, Singapore, to AGNES MACDONALD, eldest daughter of William Martin, Haymarket, Edinburgh.

On the 15th July, at St. Andrew's Cathedral, Singapore, Walter Cecil Mickle, of the Straits Settlements Civil Service, only surviving son of the late William Mervick Mickle, to Evelyn Violet Levison, of Cannagh, only child of the late William Levison, of Cannagh, Athlone.

## DEATH.

On the 15th July, at the General Hospital, Singapore, of fever, GEORGE F. EVANS, aged 32 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, CL  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23rd July, 1901

The report of the Commissioner of Customs, Mr. PAUL H. KING, on the trade of Canton in the troubled year 1900, will be read with interest, if only to ascertain what effect the crisis of the year had upon the commercial affairs of our Chinese neighbour. Mr. KING tells us in starting that there is gratifyingly little in the Canton figures to suggest the unrest of the South or the absolute chaos of the North in the latter half of 1900. "It is true," he says, "that the value of the export trade has fallen off very considerably, but, as shown later on, from cause referable more especially to the condition of foreign markets rather than to the state of affairs in China; although, of course, the cessation of steamer traffic after June with Tientsin—Canton's best customer for all articles of local provenance—could not but contribute materially to the general shrinkage." H.E. Li Hsue-chang's departure was not followed by the disorders which some anticipated. The Wai-chow rebellion was speedily suppressed by Admiral Ho and his assistants. The anti-Christian movement, starting in Shuntak and spreading thence, was got under by the Chinese authorities, strengthened by the presence of quite a small international fleet off Shanghai and the activity of the foreign river gunboats. The plague never assumed epidemic form, and during the latter half of the year was not heard over in and around Canton.

The yield of rice, on the other hand, was abundant, and, given political quiet, Mr. KING says, the indications are distinctly in favour of good trade prospects at Canton in the opening year of this century.

Coming now to details, we find a falling off of Hk. Tls. 177,339 for the revenue figures of 1899, and last year's total was Hk. Tls. 1,836,931, made up thus:—Import duty, Hk. Tls. 49,472; export duty, Hk. Tls. 81,609; coast trade duty, Hk. Tls. 29,029; transit dues, Hk. Tls. 20,304. Against this, opium duty and *letha* showed small increases and tonnage dues an appreciable gain, being Hk. Tls. 27,100 against the Hk. Tls. 24,135 of 1899.

In the import branch under the heading of Foreign Trade the net figures were within Hk. Tls. 250,000 of those of the previous year, which were some two million taels ahead of the 1899 figures. It will thus be seen, Mr. KING says, that so far as the volume of this branch of trade is concerned, disturbances elsewhere were little felt in Canton. He also reminds us that trade in foreign goods at Canton must not be judged by the published figures alone, for they refer only to imports in foreign bottoms. The competition between native and foreign carriers must be borne in mind, and a decrease in the Imperial Maritime Customs returns does not necessarily mean a falling off in the actual consumption of any article.

Exports showed the much larger decrease of Hk. Tls. 5,003,315 from 1899 and only reached Hk. Tls. 21,578,767. Silk exports experienced a great falling off, and business was unprofitable alike to natives and foreigners. The competition of low-grade Indian and Ceylon teas in the London market damaged the prospects of the Canton tea market, and the outlook is declared unpromising.

Constant trade in the matter of original shipments continues, after a good first half of the year, exhibited a shrinkage of Hk. Tls. 909,340 from the figures of 1899; in coastwise arrivals, on the other hand, the previous year's gain of over four millions was almost maintained and the decrease was but small. The inland transit trade inwards fell off to the extent of over one half of the 1899 figures; while outwards it was in a very healthy condition, and a notable increase was seen in the quantity of brown sugar brought down for re-exportation.

Shipping in 1900 exhibited an increase in the number of vessels and decrease in tonnage from the previous year. In spite of the transfer of some of the China Merchants' steamers to foreign flags, the number of Chinese steamers made an appreciable increase, from 2,968 to 3,440 vessels. Mr. KING gives a table showing for the first time the steam-launch traffic under the Inland Steam Navigation Regulations of 1898, and says:—"Since that date 252 steam-vessels have been registered at Canton, of which 84 are additions—for the most part locally built—during the year under review."

"During the first half of the year all these boats did well; but as launches increased, rates fell off, and we are now suffering from an overstocked market. The repairing shops have been fully occupied. All sorts of engineering work can be done here at considerably less than Hongkong rates. So far, judging from results and a happy immunity from accidents, the work must be fairly good; but, possibly, foreign expert inspection, of which at present there is none, might tell a different tale. Nearly the whole fleet is under the Dragon flag, and those launches which do fly foreign ensigns are hardly to be distinguished, as far as their internal economy is concerned, from their native sisters."

With regard to passenger traffic, we find the river steamer figures to add from Hongkong and Macao fully up to the average half-million native passengers each way. Conveyance by inland trading launches and their tow is increasingly popular, owing to its speed and regularity, and the figures of 1898 were improved on, it is estimated, by about 40 per cent. New routes were opened in 1900, and the fares lowered. Steam launches and their tow are recorded to have made no less than 132,792 trips in inland waters during the year.

Finally, we may conclude this review of Mr. KING's report by noting that he does not, like some others, shut his eyes to the existence of piracy in the Canton neighbourhood. Thirty cases were recorded, as against twenty in 1899, and Mr. KING says:—"The delta affords unrivalled facilities to the river thief, and has been his happy hunting-ground for centuries. The provincial government maintained a large force, both ashore and afloat, for the suppression of these 'enemies of the people'; how far their efforts have been successful must be judged from the figures now presented." Testimony of this kind is a valuable argument against the suggestions of those who would make out that the tales of piracy are due to the imagination of the local British Press.

The transports *Hatchling* and *Sundre*, with native troops from the North, left the harbour yesterday for Calcutta.

We are glad to see Mr. Kemp, Acting Police Magistrate again back on his bench. He had been ill for the past week, but we hope he will soon be himself again.

Apart from plague last week the only case of communicable disease reported in the colony was one of enteric fever in Victoria; which unfortunately proved fatal.

The Secretary of the Tung On Insurance Co. requests us to contradict the statement that his company has any lien on the houses destroyed by fire in Queen Victoria Street on Saturday morning.

Nearly all the top-hammer of the dredger *Canton River* has been removed, and the next attempt to raise the vessel will probably be made by Wednesday. The report that the dredger is to be used as a land-mark is discredited!

A bill for the establishment of Insular Constabulary is before the Civil Commission at Manila. Two names so far have been mentioned for the post of Chief of the Constabulary. One is Major Sims of the 11th Cavalry, U. S. V., and the other Lieut. Mapes, who gained considerable fame as Major of the Nebraska Volunteers, and later on while in the Fifth District Scouts.

The U. S. transport *Hancock* made a splendid passage from San Francisco to Manila in twenty days. This is said to be the fastest trip on record. General Corbin, Adjt.-Gen., U. S. Army, arrived at Manila from the United States by the *Hancock*. His mission is to inspect the forces and conditions in the Philippines, and find out whether the forces now under General Chaffee could be reduced without risk or not.

We call our readers' attention to the notice and programme of the second Gymkhana Meeting of the present season, which appears in another column. It will be seen that seven events are proposed. A significant note is appended, to the effect that unless this Gymkhana is better supported as regards the number of entries than the one held on 29th June last, the Committee feel that it is useless attempting to continue to hold them.

There died on the 12th inst., at the General Hospital, Singapore, from fever, Mr. George P. Evans. Mr. Evans, who was an Australian, and was the son of a well-known solicitor of Sydney, N.S.W., came up to Singapore a few months back, and joined the staff of Mr. J. Gunn. He took great interest in sport, and frequently appeared on the cricket field in S. C. C. matches; in addition to which he was a member of the Sporting, Rowing, and Swimming Clubs.

General Malvar, one of the two insurgent generals still on the warpath in the Philippines, is said to be anxious to surrender, as the U.S. soldiers are too hot on his trail. General Luban, the other insurgent leader is also negotiating with his brother, a doctor, for a surrender. When these two are in, the insurrection will then be actually over, and a formal peace declared. This will result in the release of the prisoners of war still held by the American authorities, including those kept at Guam.

Considerable amusement was caused to pedestrians passing the City Hall Library and Museum yesterday forenoon. The stuffed animals and birds for some purpose or other were placed outside, and in an incredibly short time a throng of Chinese were standing—but at a very respectful distance—and gazing at the samples of stuffed fauna with almost awe depicted on their countenances. And though curiosity compelled them to stand and gaze, not one of them apparently dared to approach nearer for a closer inspection.

The steamer *Loongang* (Messrs. Jardine, Matheson & Co.), which arrived in the harbour yesterday morning from Manila, had on board one hundred tons of cargo—eighty tons of pig lead and twenty tons of hides and wool—salvaged from the Japanese steamer *Fatani Maru* wrecked in the Straits of Malacca. The sunken vessel's cargo was bought by Mr. Chan Hewan, secretary of the Clai On Marine Insurance Company, of this colony, who sent down by the *Loongang* a month ago about forty divers to save the cargo. The work has been prosecuted with great energy, and that by the *Loongang* yesterday was the first of what is confidently expected to be a series of profitable consignments.

The following items are from the *Foochow Echo* of the 19th July:—"The weather having become very summerlike as regards heat, several ladies of the community with their families have this week moved up to Kuliang and more will follow in a few days.—The rice harvest has commenced this week in the large plain at the foot of the Kuashan range. In this locality the crop is reported to be infirmly good.—Last Monday night a fire broke out in the city close to the yamen of the Provincial Judge, and was not got under before 30 houses had been consumed. To add to the disaster four men, unable to escape, lost their lives.—The procession to drive away sickness among the natives this year are said to be unprecedentedly large, many thousands joining in them. Each night this week they have paraded a different route. To-night, starting from Namai, they go to the city. Great numbers of well-to-do natives join in them, and there is a serious earnestness about the whole function, that is remarkable."

The Indian Contingent for British Central Africa sailed from Bombay on the 8th inst.

Indo-Chinese papers report the murder of a French engineer, M. Martin, by pirates in Eac-Ninh.

According to Indian papers, the application to the Home Government to raise the pay of Lumsden's Horse to five shillings a day has been refused.

The Royal Irish Rifles have won the Football League, says a Calcutta telegram, and have created an Indian record by having won 14 matches with 45 goals, none having been scored against them.

The Charter of Manila is said to be from all appearances as comprehensive and perfect an instrument for the good government of the city as could well be devised. May it work out as well as it reads.

Our imaginative contemporary *Le Courier d'Haiphong* has, in a recent issue, a sketch of farm-burning by the British in South Africa, in which the British soldiers are apparently gaily climbing roofs in as close proximity to the flames as possible.

It appears from a London telegram of the 4th inst. that Pennsylvania University bested Thames in the race for the Grand Challenge Cup at Henley, and Leander bested the Ghent boat. Pennsylvania mot Leander in the final, as we already know, and only succumbed after a fine struggle.

In July, 1900, the Commissioners appointed by H. M. the King of Siam and the Perak Government for the delimitation of the boundary between Perak and Roman completed their labours. The new territory comprises an area approximately of 720 square miles. It is at present but sparsely populated, the recent census returning 1,593 males and 1,237 females. There are indications of mineral wealth.

The *Siam Observer* tells a strange story of how, at Korat, in Siam, the other day, a wood-cutter stepped on what looked like a prostrate tree. It wriggled, and he slipped off to find it to be a big python. The man killed the serpent with an axe, and upon the carcass being opened, the body of a deer, quite intact and apparently only recently swallowed, was found. The serpent measured something near 3 feet in length and 3 feet in girth.

A Calcutta despatch of the 6th inst. says:—"A still further large increase in the number of persons in receipt of famine relief has been made for the present week. The increase throughout India was 62,473, making the total 346,308. The monsoon weekly report gives a gloomy account of slight rainfall from May to date, and considerable anxiety is felt regarding some of the districts."

An interesting paper published at the instance of the Argentine Republic gives the comparative depth at mean high water of the chief ports of the world. From this it appears that the deepest channel at any port is that of Constantinople, which is 150 feet. The shallowest appears to be that at Rostock, Germany—17 feet. Calcutta's 27.5 compares not unfavourably with the average depth of 123 ports, which is 31.33 feet. The next deepest channel to that of Constantinople is Algiers—72 feet.

M. Pierre Charrier, Consul at Calcutta for Spain and Portugal, was killed in a trap accident on the 8th inst. The deceased gentleman was a Merchant and Commission Agent; Government Emigration Agent for the French Colonies of Guadeloupe, La Martinique, Cayenne and La Reunion; Consul for the Republic Oriental of Uruguay (South America); Vice-Consul for Portugal, Spain and Peru; Sole Agent for Bengal and for N.W. Provinces of Messrs. Van Heek & Co., Eindhoven, Holland; Councillor du Commerce Extérieur de la France; and Agent in India for the Institute Pasteur-de-Lille.

The Acting State Surgeon, Perak, writing on malaria, says:—"In England to-day there are as many *anopheles* mosquitoes as there were years ago when malaria was very rife, and it is considered that by killing the parasite by the use of quinine and by drainage of the soil, the malarial germ does not obtain fresh organisms, and fever has consequently become almost extinct. No endeavour has yet been made to treat malaria fever as a contagious disease. Provision will, I trust, be made in next year's Budget for making one ward at least in the various Government hospitals mosquito-proof."

The *Militär-Wochenblatt* publishes three illustrations showing the damage done to two 77mm. (145in.) guns and one 88mm. machine gun at the bombardment of the Taku forts. The Chinese made very good practice, one of the guns being disabled by a direct shot, while the other two were damaged by pieces of shell. The *Ilus* had eight 37mm. guns in action, two of them having been transferred from the *Perla* on the morning previous to the bombardment and mounted on reserve pivots. With regard to the question of waste of ammunition in firing these guns, during the two hours the eight guns were actually in action only a total of 3174 shells were fired. Roughly, this gives 20 shells per gun per hour, whereas it is possible to fire from one of these guns no fewer than 100 well-aimed shots in one minute. A similar moderation in the use of ammunition was shown by the well-trained gunners who served the 82mm. guns. All the guns worked well, there being not a single case of jamming. In one case a shell-pin got into the breech mechanism and caused an interruption of 15 minutes in the firing of the gun. The regular firing of the guns could be distinctly seen in the darkness of the night, and no case of misfire was charged.

## TELEGRAMS.

## REUTER'S SERVICE.

LONDON, 20th July.

## THE CORONATION OATH.

Lord Salisbury, in the House of Lords, presented a Bill modifying the Coronation Oath. THE TIBETAN MISSION TO RUSSIA. It is semi-officially stated in St. Petersburg that the object of the Tibetan Mission to Russia is merely to secure privileges for Buddhists in the Russian Empire.

SENTENCES ON SOUTH AFRICAN REBELS. Lord Kitchener has commuted the death sentence on thirty-four rebels to penal servitude for life, to be served at Bermuda.

THE "SOBRON" ENQUIRY. The Board of Trade enquiry into the loss of the P. & O. s.s. *Sobron*, entirely exonerated the Captain and Officers from blame.

PROFESSOR MAX MULLER'S LIBRARY. Baron Iwasaki has bought Professor Max Müller's library for the Tokyo University.

## THE PLAGUE.

During the 48 hours ending at noon yesterday there were reported 7 fresh Chinese cases of plague and one European, and 8 deaths (Chinese). The European case is that of Private D. Nelson, Royal Welsh Fusiliers, who was admitted to Kennedytown Hospital yesterday. He developed the disease, we are informed, in No. 5 room at Murray Barracks, which has, of course, been overhauled and disinfected. This fresh case, occurring just when we were hoping to be able to congratulate ourselves on the disappearance of the disease at least among Europeans, is regrettable in the extreme.

Last week's figures were:—13 cases (8 in Victoria), 18 deaths. The record for the year stands now at:—1,579 cases (1,439 Chinese, 57 other Asiatics, 20 Europeans); 1,506 deaths (1,462 Chinese, 34 other Asiatics, 9 Europeans).

## SUPREME COURT.

Monday, 22nd July.

## IN CRIMINAL JURISDICTION (SPECIAL SESSIONS).

BEFORE HIS HONOUR A. G. WISE (ACTING CHIEF JUSTICE).

## ALLEGED EXTENSIVE FRAUDS.

Li Ying, an ex-litong, was charged on no less than fourteen counts with obtaining money by false pretences and with uttering and publishing a forged and counterfeited writing with intent to defraud.

Mr. J. J. Francis, K.C. (instructed by Mr. J. F. Rose), represented the prisoner, and for the Crown Mr. F. B. L. Bowley, Crown solicitor, instructed the Hon. H. E. Pollock, K.C., Acting Attorney-General.

Mr. Francis—I must ask your Lordship for an adjournment, as the case is an extremely complicated one. Information was only filed on Saturday, and I was not instructed till Saturday afternoon. It is therefore impossible for me to do justice to my client, and I ask your Lordship to adjourn the case for at least a fortnight.

His Lordship—I suppose you don't desire an adjournment, Mr. Pollock?

Mr. Pollock—No, my Lord. However, I am informed that the Chinese official who is to give evidence in the case (whom I mentioned to your Lordship before) can come back here in a fortnight's time, and as I am aware that Mr. Francis has had very short notice, I have no objection to the adjournment asked for. Perhaps your Lordship will kindly fix to-morrow fortnight?

His Lordship—I think you are entitled to an adjournment, Mr. Francis. The case is certainly a complicated one. I have found it so.

Mr. Francis—May I take the liberty of suggesting, for the consideration of the Attorney-General, that this is a proper case for a special jury?

Mr. Pollock—I think there would be some difficulty in arranging for that. This is a Special Session, and a jury has already been summoned for it.

His Lordship—You can easily get over that difficulty by closing these Sessions and discharging the jury. If you like I will grant you another Session for the 6th of August.

Mr. Francis—There is no difficulty in the way, my Lord. It is simply a matter of discharging one jury and summoning another.

His Lordship—You might consider the point meanwhile, Mr. Pollock, and let me know your decision.

Mr. Pollock—My inclination is against summoning special jurors, my Lord. As you perhaps are aware, they are hardworked in this colony.

His Lordship—Yes, they have discovered that fact lately, I know.

Mr. Pollock—I know, I will consider the matter, my Lord.

The case stands adjourned until Tuesday, 6th August, at ten o'clock.

## LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Bayern* left Shanghai via Foochow on the 20th inst., and may be expected here on or about the 24th inst., a.m.

The C.E.R. steamer *Empress of China* arrived at Yokohama at 8.30 p.m., on the 21st inst., and left again at noon, on the 22nd, for Kobe, where she is due to arrive at 11 a.m., to-day.

The N.Y.K. steamer *Mitsui Maru* (Bomby Bay Line) left Bombay via Singapore for this port on the 20th inst., and is expected to arrive here on the 26th inst.

The C.E.R. steamer *Empress of Japan* arrived at Nagasaki at 9 a.m., on the 22nd inst., and left again at 5 p.m., same day, for Kobe, where she is due to arrive at 10 p.m., to-day.

## POLICE COURT.

Monday, 22nd July.

BEFORE MR. HAZELAND.

## ILLICIT OPIUM.

Only one case of possession of opium without the requisite certificate was brought before the Court yesterday morning. It was despatched with a \$35 fine.

## CASES OF THEFT.

Lu Sing San, walking away with five pieces of clothing and two silk handkerchiefs, was stopped and given in charge, as the articles belonged to another man. He admitted stealing the clothing, but denied having come by silk handkerchiefs in the same way. 14 days.

Bohling a countryman of his of \$1.40 brought Wong Yau one month's hard labour.

Ten Cheung stole \$10 in money and a jacket valued at \$3.60 from one Li Ying, a shop-keeper, and was sentenced to hard labour for one month.

Leung Tang robbed Chan Sin of a silver watch and chain and some articles of wearing apparel, total value \$12. He was given six weeks' hard labour.

DISORDERLY ORDER OF BANISHMENT. Ngai Pak some time ago was ordered to be banished from the colony as being an undesirable resident. He disappeared and nothing was seen of him until he accidentally ran into the arms of an Indian constable. He was sentenced to one year's hard labour as a punishment for his disobedience.

RIFLES AND "PUNG TUNG." Chan Ching, master of a junk, was charged with having two rifles, one musket, six *Pung Tung* thirty rounds of ammunition and twenty pounds of powder aboard his junk without permit from the Capt.-Supt. of Police. He was fined five dollars, and the arms and ammunition were declared forfeited to the Crown.

ANOTHER COUNTERFEITER. Wan Hui Kat was found in possession of 237 counterfeit ten-cent pieces, just 232 more than the law allows. He was sentenced to pay a fine of \$20 or to do three months' hard labour, and the money was ordered to be destroyed.

STILL MORE GAMBLERS. Another gang of twelve gamblers was routed out of the second floor of house No. 23, Nullah Lane, East Point, by Inspector Wanock. The first three defendants received a fine of \$10 or three weeks' imprisonment each, and the others were fined \$2 or eight days each.

Inspector McDonald brought thirteen devotees of the game of chance, caught at Yauwatt. First and second defendants were fined \$10 each, or three weeks' hard labour, and the rest \$2, or eight days each.

Sergeant Gordon brought up a gang of twelve, whom he caught gambling at No. 93 Buckley Street. First defendant, the keeper of the gaming-house, was fined the usual \$10 or three weeks, and the rest \$2 or eight days.

WATCHMAN AND RICKSHA COOLIE. The watchman of the Hongkong Hotel, who was charged with assaulting a ricksha coolie who trespassed on the hotel premises, was discharged with a caution, as the coolie was apparently none the worse for his encounter, though on Sunday night, when brought to the station, he did all he could make the officials believe he was dead. His attempt to escape while being conveyed to the hospital, spoiled his ruse.

## BEFORE MR. KEMP.

CANTEN BOY PROVOKES A.P.O. P.C. Dorey, No. 32, was charged by the canton boy of Central Station (Canton) with assaulting him.

The complainant said that P.C. No. 13 had ordered a package of cigarettes on the 11th inst. When asked to sign for it, he told complainant to wait as he wanted a drink. Later on when asked again to sign for the cigarettes, P.C. 13 said he had already signed, and defendant said he had signed at the same time, time fifty language toward complainant and slapping him in the face.

P.C. Dorey, stated that he asked for a drink, but the boy took no notice of his order. Some Chinese came into the canton and the boy served them first. When again asked why he did not bring the drink, he told defendant he would have to wait till he got it. Defendant threatened to report him, and complainant then jumped out through the window and reported defendant. Also the statement as to abusive language used, made before the Inspector, was quite different from that made in court.

P.C. Copeland, No. 13, corroborated defendant's statement, and added that there was no dispute whatever about a chat to signed for cigarettes. He had signed a chat and laid it on the counter. Defendant never raised his hands against complainant.

P.C. Cashman, No. 6, corroborated previous witness statement.

His Worship said that complainant did everything in his power to provoke defendant, he would therefore discharge the latter.

## WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS OF THE 1ST JULY, 1901.

LEVEL. 1900. 1901.

above overflow, below overflow.

Tyden ... 7 ft. 7 in. 27 ft. 11 in.

Pokfulam ... 3 ft. 3 in. 10 ft. 7 in.

Wongmacheong ... 6 ft. 3 in. 44 ft. 10 in.

STORAGE GALLONS.

1900. 1901.

Tyden ... 88,240,000 189,690,000

Pokfulam ... 68,740,000 43,600,000

Wongmacheong ... 80,762,000 33,600,000

TOTAL ... 237,742,000 266,890,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF JUNE.

1900. 1901.

Consumption ... 97,401,000 111,119,000 gallons

Estimated population ... 206,500 212,500

Consumption per head per day ... 15.7 17.4 gallons

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF JUNE.

1900. 1901.

Consumption ... 8,180,300 11,917,000 gallons

Estimated population ... 28,200 27,400

Consumption per head per day ... 10.8 13.5 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATMAN, Water Authority.







## NEW ADVERTISEMENTS

JUST RECEIVED.

**ANOTHER** Consignment of CIGARS (LONDRES HIGH LIFE, R. VICTORIA N.W., PANETTES, &c) from the celebrated "Terminal" Factory, for which we are Sole Agents in Hongkong. Attention of Shippers, Captains, Purveyors, &c, is respectfully called to Price and Quality. T. M. STEVENS & CO., 1, Duddell Street. [1851]

## LAND OFFICE.

**VACANCY** for a CLERK and TRANS-LATOR in the Land Office. Salary \$600 per Annum rising by triennial increments of \$50 to \$720. Qualifications: A good knowledge of English and able to translate English into Chinese and Chinese into English and to interpret the Hakka Dialect. Applications with usual Certificates to be sent to the LAND OFFICER, Supreme Court Buildings. Land Office, Hongkong, 2nd July, 1901. [1852]

## NOTICE.

**M. C. B. WARREN** begs to inform his numerous Customers that he will remove his Office to more commodious Premises at WYNDHAM STREET (opposite to the Club German) on the 1st August next. Hongkong, 23rd July, 1901. [1849]

## GOVERNMENT NOTIFICATION.

No. 386.

**THE** following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 29th day of JULY, 1901, at 3 P.M., are published for general information. By Command. J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 18th July, 1901. [1848]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 29th day of JULY, 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Queen's Road East, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upst Price
1	Inland	Queen's Road East 50' 50' 15' 15' 15' 15' 15' 15'	750	10	750

## FOR YOKOHAMA AND KOBE.

## THE Steamship

**"ALEXANDRIA"** Captain Borden, will be despatched for the above ports TO-MORROW, the 24th inst., at Noon. For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office. [1847]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

**"PERLA"** Captain Geo. T. Blaxland, will be despatched as above TO-MORROW, the 24th inst., at 3 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber. A Doctor is carried. For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers. Hongkong, 22nd July, 1901. [1845]

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

## THE Company's Steamship

**"ESMERALDA"** Captain J. McGinty, will be despatched as above on THURSDAY, the 25th inst., at 5 P.M. This Steamer has superior accommodation for Passengers, and is fitted with the Electric Light. A Doctor is carried. For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers. Hongkong, 22nd July, 1901. [1850]

## FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

**"ALEXANDRIA"** Captain Borden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office. Hongkong, 22nd July, 1901. [1846]

## NEW ADVERTISEMENTS

## SECOND GYMKHANA MEETING

## PRELIMINARY PROGRAMME.

SATURDAY, the 10th August, at 4.30 P.M.

## EVENTS.

1. FIVE FURLONGS HANDICAP.—For all ponies measuring 14.2 and under. Ponies which have not been measured and entered for any recognised meeting in Hongkong or China to be measured by two members of the committee, and their certificate of measurement to accompany entry. Four to start or the race to be declared void.  
2. DOG RACE.—For all dogs, large and small. First prize \$3, second \$4. No entrance fee. Six dogs to start or no race.  
3. LAPPED NOMINATION.—Competitors to line up at the starting point, ponies with bridles only. At the word "Mount," competitors to ride round a post in the centre of the course, leaving same on left hand; dismount at a given spot, there pick up a fan, and then mount. First past the post with fan in hand wins. No one, other than the rider, to touch pony after he has appeared on the course. Any competitor touching the post to be disqualified. Entrance, \$2, to accompany entry. Six competitors or no competition.  
4. TONGUE RACING.—For all ponies not exceeding 14.3 in height. Two turns each at 3 paces. The competitor who carries the greatest number of paces wins. Entrance, \$2, to accompany entry. Six competitors or no competition.  
5. SMALL DOGS RACE.—For all dogs belonging to sailors, soldiers or police which weigh not more than 10 lbs. "Small" members of the committee may as "small" dogs. First prize \$3, second \$4. The winner of the previous dog race not eligible to start. Six dogs to start or no race.  
6. LAPPED NOMINATION.—Competitors to line up at the starting point, ponies with bridles only. At the word "Mount," competitors to ride round a post in the centre of the course, leaving same on left hand; dismount at a given spot, there pick up a fan, and then mount. First past the post with fan in hand wins. No one, other than the rider, to touch pony after he has appeared on the course. Any competitor touching the post to be disqualified. Entrance, \$2, to accompany entry. Six competitors or no competition.  
7. THREE QUARTERS OF MILE HANDICAP.—For all Walkers, Arabs and Country-breds. No restrictions as to height. Entrance fee, \$3. No restrictions as to height. Four to start or the race to be declared void. Hongkong, 23rd July, 1901. [1853]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, KARACHI, BOMBAY, PENANG AND SINGAPORE.

## THE Steamship

"FRANZ FERDINAND,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Trieste, ex s.s. *Marquis Duquesne*, transhipped at Bombay.From Venice, ex s.s. *Massimiliano*, transhipped at Trieste.From Levant Ports, ex s.s. *Amphitrite*, transhipped at Colombo.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 27th July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th July will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER &amp; CO., Agents. Hongkong, 22nd July, 1901. [1806]

## WANTED.

## BUSINESS MAN TO SHARE OFFICE

close to Bank.

Apply—

"OFFICE,"

Care of Daily Press Office.

Hongkong, 22nd July, 1901. [1841]

## WANTED.

## A EUROPEAN NURSE for a Girl

4 years of age.

Apply to—

No. 2, DES VUEX VILLAS,

Mount Kellet, The Peak.

Hongkong, 17th July, 1901. [1801]

## WO FAT &amp; CO.

## SHIP CHANDLERS, SAIL MAKERS,

GENERAL STOREKEEPERS,

No. 11, LEE YUEN STREET, EAST.

Hongkong, 25th July, 1900. [207]

## DAVID CORSAIR &amp; SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG &amp; CO.,

Sole Agents.

31909

## SIENTING.

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [532]

## NOTICES OF FIRMS

## NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

DURING my Temporary Absence from the Colony, Mr. ROBERT COOKE will be ACTING CHIEF MANAGER until further notice.

By Order of the Board of Directors.

D. GILLIES, Chief Manager.

Hongkong, 18th July, 1901. [1807]

## NOTICE.

MR. LO SHUI HOI has This Day been appointed COMPRODOR of our Firm.

HOLLIDAY, WISE &amp; CO.

Hongkong, 20th July, 1901. [1839]

## PUBLIC COMPANIES

## OLIVERS FREEHOLD MINES, LIMITED.

## NOTICE.

SHAREHOLDERS are requested to attend a PRIVATE MEETING to be held at the Company's Offices, 38 &amp; 40, Queen's Road Central, TO-MORROW (WEDNESDAY), the 24th instant, at 4 P.M.

JOHN D. HUMPHREYS &amp; SON, General Managers. [1838]

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

## AN INTERIM DIVIDEND OF SIX

Dollars per Share for the Six Months ending 30th June, 1901, being at the rate of Twelve per Cent. per Annum, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 8th July, 1901. [1728]

## THE WEST POINT BUILDING COMPANY, LIMITED.

## AN INTERIM DIVIDEND OF One

Dollar and Fifty Cents per Share for the Six Months ending 30th June, 1901, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong Land Investment and Agency Company, Limited, Building Company, Limited. [1723]

## THE HONGKONG ICE COMPANY, LIMITED.

## NOTICE.

IN accordance with the provisions of No. 101 of the Articles of Association, the General Managers have This Day declared an Interim Dividend for the Half-year ended 30th June, 1901, of Four Dollars per Share.

DIVIDEND WARRANTS, payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, will be issued to Shareholders on MONDAY, the 29th July.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 29th instant, both days inclusive.

JARDINE, MATHESON &amp; CO., General Managers. [1818]

## THE TERRAZ PLANTING COMPANY, LIMITED.

## NOTICE IS HEREBY GIVEN that the

FIFTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the Company's Offices, 38 &amp; 40, Queen's Road Central, on TUESDAY, the 30th July, 1901, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts, for the period ending 30th April, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to the 29th July inclusive.

JOHN D. HUMPHREYS &amp; SON, General Managers. [1819]

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 13, Bank Buildings, Queen's Road Central, on TUESDAY, the 30th August, at 12 O'CLOCK NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 29th August inclusive.

By Order of the Board of Directors, T. ARNOLD, Secretary. [1790]

## NOTICE.

THE OFFICES of the Undersigned will be REMOVED to NEW VICTORIA HOTEL BUILDINGS, Corner Queen's Road and Lee House Street, on the 1st AUGUST.

GODDARD &amp; DOUGLAS. [1776]

## AMERICAN SYSTEM OF DENTISTRY

AT

No. 39, QUEEN'S ROAD CENTRAL.

CHADWICK KEW

(LATE OF POATE &amp; NOBLE).

Hongkong, 15th September, 1899. [1508]

## YEE SANG &amp; CO.

COAL MERCHANTS,

have always on hand

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. Kwock Sang &amp; Co., No. 144, DES VUEX ROAD. [888]

## C. E. WARREN,

BUILDING CONTRACTOR,

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED

AND FIXED DRAINS, TRAPS,

WASTE PIPES, &amp;c., CLEANSED AND

REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [16]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

WIDE CHAMBER for 10 CARTRIDGES,

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN &amp; CO. [75]

Hongkong, 23rd October, 1900.

## INSURANCES

## "L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent. [794]

## "L'URBAINE"

FIRE INSURANCE COMPANY, LD.

(Established 1833).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAITRE &amp; CO. [439]

Hongkong, 7th February, 1901.

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN &amp; CO., Agents. [30]

Hongkong, 16th May, 1892.

## SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB &amp; CO. [33]

Hongkong, 2nd April, 1900.

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN &amp; CO., Agents. [29]

Hongkong, 16th November, 1872.

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900, £14,732,681.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 2,833,716 14 4

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES &amp; CO., Agents. [1641]

Hongkong, 3rd July, 1901.

## PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK &amp; CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [32]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL... £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. M. MEYERINK &amp; CO., Agents. [1885]

Hongkong, 18th May, 1900.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN &amp; CO. [31]

Hongkong, 29th May, 1885.

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN &amp; CO., Agents. [184]

Hongkong, 21st April, 1897.

## H. F. CARMICHAEL

CONSULTING ENGINEER,

SURVEYOR AND CONTRACTOR,

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. I. Code.

Liber's Standard Code.

"TELEPHONE, 232."

Hongkong, 21st June, 1901. [1534]

## BAILEY &amp; MURPHY.

CONSULTING ENGINEERS AND

SURVEYORS,

60 &amp; 62, DES VUEX ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, R.T. MECH. E.

E. O. MURPHY, WH. SC. A.M.I. MECH. E.

Hongkong, 4th January, 1901. [13]

## THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W. J. W. KEV, Manager.

50, Des Vaux Road.

Hongkong, 18th December, 1900. [1486]

## BANKS.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP... £800,000

RESERVE LIABILITY OF SHAREHOLDERS... £500,000

RESERVE FUND... £375,000

INTEREST allowed on Current Account at the rate of 2 1/2% per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.

" " " " " 3 " " 3 1/2 " "

" " " " "



## TO LET.

## TO LET SHORTLY.

SHOPS, OFFICES and FLATS, Des Vaux Road Central (Opposite Lane, Crawford & Co's).

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LIMITED.  
Hongkong, 12th July, 1901. [1134]

## TO LET (IMMEDIATE POSSESSION).

3 LARGE UNFURNISHED ROOMS, with Separate Bath, use of COOKHOUSE, &c, \$40.

Apply to—

R. ROE.  
Care of Daily Press Office.  
Hongkong, 22nd July, 1901. [1842]

## TO LET.

## IMMEDIATE POSSESSION.

3 LARGE and WELL-VENTILATED ROOMS, with BATHROOM and VERANDAH, at No. 37, CAINE ROAD.

Apply to—

R. J. REMEDIOS,  
Mercantile Bank.  
Hongkong, 11th July, 1901. [1755]

## TO LET.

No. 8a, QUEEN'S ROAD CENTRAL.

Apply to—

KWONG CHEONG WO,  
No. 239, Des Vaux Road.  
Hongkong, 9th July, 1901. [1733]

## TO LET.

OFFICES in BEACONSFIELD ARCADE.

SMALL GODOWN in DUNDRELL STREET.

For Particulars, apply to—

R. C. WILCOX.  
Hongkong, 16th July, 1901. [1784]

## TO LET.

A SMALL FOUR ROOMED HOUSE, FURNISHED, on the lower level, with Immediate Possession. Terms moderate.

Apply by letter to—

BOX 64,  
Care of Office of this Paper.  
Hongkong, 20th July, 1901. [1827]

## TO LET.

No. 6, WEST TERRACE, ONE EURO PEAN HOUSE, consisting of TWO FLOORS, in a respectable locality. Rent moderate.

Apply to—

KWONG WING SANG,  
No. 182, Queen's Road Central.  
Hongkong, 17th July, 1901. [1800]

## TO LET.

No. 1, STEWART TERRACE, the PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 17th July, 1901. [1799]

## TO LET.

GODOWN, No. 5a, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 5th July, 1901. [1892]

## TO LET.

A HOUSE in BRON TERRACE.

"FAIRVIEW," Kowloon.

"THE RETREAT," MOUNT KELLET.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 18th July, 1901. [185]

## TO LET.

ROOMS or OFFICES, with SERVANTS' QUARTERS, in FIRST FLOOR, No. 6, ICE HOUSE LANE.

Apply to—

A. RUMJAHN.  
Hongkong, 4th July, 1901. [1685]

## TO LET.

## POSSESSION, AUGUST 1st.

THE GODOWN in West Point (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.

For particulars, apply to—

LAUREN WEGENER & CO.  
Hongkong, 9th July, 1901. [1730]

## BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD,"

21, CAINE ROAD.

Hongkong, 20th September, 1900. [1839]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,

2, Polder's Hill.

Hongkong, 1st January, 1892.

## BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY.

"VERITAS,"

BEACH ROAD WEST,

FELIXSTOWE, SUFFOLK,

ENGLAND.

Hongkong, 28th August, 1900. [173]

## WING CHEONG.

JEWELRY, PEARLS, DIAMONDS, CUBIC ZINC STONE ORNAMENTS, BRONZES and CARVED IVORY WARE, FINE SILKS and GRASSCLOTHS.

General Exporters of—

ANISEED and CASSIA OILS, &c, &c, Stock always on Hand.

AN INSPECTION RESPECTFULLY SOLICITED.

Note.—We beg to announce that we also buy all kinds of Goods at Moderate Prices.

1 & 3, D'ARVILLE STREET (Behind Hongkong Dispensary).  
Hongkong, 18th April, 1901. [1811]

[ALL RIGHTS RESERVED.]

## FAMOUS PRESENT-DAY CRICKETERS.

BY W. J. FORD.

## III.

A. C. MACLAREN.

"Archie" MacLaren lacked five months of sixteen years when I made his first appearance at Lord's, the match being of course between Eton and Harrow. He was not a big boy, but he was a good boy—as far as cricket went, at least—and he vindicated his character for cricket integrity by scoring 55 and 67, which figures represented about two-thirds of the runs got by the Harrow boys during the match, in which too F. S. Jackson made his debut. It naturally seemed to Eton that, though they won this match—in 1887—there was trouble in store for them, yet Archie's scores in the next two years were 6, 4, 17 and 10, nothing very formidable. However, he mended matters in 1890, scoring 76 on a nasty wicket in less than two hours by some of the best of cricket ever seen in these games, while his immediate coadjutors could only muster about 40 between them. Lancashire at once sent a recruit; indeed Archie's father was treasurer to the county club, and he was given a first trial against Sussex. In this he made his mark with a vengeance, scoring 108 runs, a feat which we believe constitutes a record, as though other men have made a three-figure innings in their first big match, few boys have come straight from school and have had similar success. From that time till the present day MacLaren has gone steadily forward, but not by any marvellous leaps and bounds, for his genius for the game took some time to "play itself in," and had to wait till 1892 before it again made a century. In that year it performed the feat twice, once against Sussex, and then waited till it accompanied its owner to Australia in 1894, when it notched 228 for Stoddart's first eleven at Melbourne. Not that there were not plenty of good innings of 50 and more during the intervals, but the latter-day brilliance did not show itself in any hurried fashion, whatever the explanation may have been. Possibly that reason may be found in a casual remark we once overheard, "What a batsman Archie would have been if he had only gone to the 'Varsity!" However, Archie has done pretty well without, and if he had never done anything else can at least boast that he holds the record for the highest individual score ever made in big cricket, viz., 424 scored for Lancashire v. Somersetshire in July, 1895. He holds another record also, an Australian record, as he is, I am told, the only man who has ever scored a double century in a first-class match in Australia. It was with Stoddart's second team that he achieved this success; the match was against New South Wales; the date was November 12-16, 1897; and MacLaren's scores were 142 and 109. Considering his wide knowledge of the game, and his undoubted physical powers, it may seem strange that MacLaren has never been quite at the top of the tree; but the critics—who would dare to dispute the critics?—all affirm that he is a little too enterprising in his methods. Possibly this is true, but cricket is a game which is played on the grass and not on a sheet of paper, while, further, averages and totals are not the supreme test of a man's value or ability. The writer has seen MacLaren play under all conditions, and has no hesitation in saying that a large part of his value consists in his determination to force the game, while, it may be added, his splendid forcing powers are perhaps the most trenchant weapons in his armoury. In fact, I may state, as a broad principle, that 50 runs made in an hour are as a rule more valuable to a side than 100 runs made in three times the time. Archie never lets the grass grow under his bat, nor allows the ball to cool. It is always being hit, and hit pretty hard, and his style, if it has not the grace of a Steel or a Palatrot, has a something about it that recalls W. G. His forte is driving, on both sides of the wicket, but he can hit finely all round, and his conception of the "pull" is a mark of true genius.

Again, had MacLaren an average of only 15, which he is not likely to have till the grey hairs come, he is worth playing in any match for his fielding, for he is as ubiquitous as he is energetic. "Energetic" indeed is the epithet for Archie. For those who did not see him catch out Hirst at deep square-leg in 1899 we have a sincere sympathy. Jephson was bowling lob: Hirst hit one hard and fairly low—it would have gone full-pitch into the ring. MacLaren ran fully fifteen yards, skimming the lines of feet, umbrellas, and sticks, to say nothing of the lower telegraph box at Lord's. (The match was Gentlemen v. Players.) He annexed the ball at about the height of his knees, running then at top speed, and had covered another fifteen yards before he could pull up. It was a glorious display of manhood, skill, and determination, justly rewarded by three distinct rounds of applause. Yet no one was surprised who had seen Archie field before. He is now assistant-secretary to Lancashire, as well as captain. As captain he has his own views, and is a bit of a martinet, as a captain should be; he is an excellent successor to Hornby, and Lancashire interests are quite safe in his hands, though some of his friends say that he would have done well not to have introduced the question of Mordaunt's bowling to a recent meeting of county captains.

## T. HAYWARD.

Surrey has produced many famous cricketers who have been genuine sons of her own soil, while as a nursery for young cricketers, transplants from other counties, the Oval may be considered as second to none. Indeed it may be a great deal for the scum of those who have had the selection and training of culls that they have so often, even in the "cast-offs" of other counties, detected and trained powers that had escaped the eyes of others. The nursery gardeners never did a better stroke of business than when they potted out Tom Hayward.

His father, Dan Hayward of Cambridge, was a thoroughly good player; his uncle Tom Hayward, also of Cambridge, was in the very first rank, and the young Tom—he is only thirty years old—has followed closely in the tracks of the old Tom, whose feats, mainly in association with Bob Carpenter, have made him a name that will never die, unless cricket be eventually superseded by "pingpong." The young Tom has two good gifts for cricket, a cheerful disposition, and a well-made frame; tall, but not too tall, he can command the ball thoroughly, and nature has also blessed him with a pair of powerful arms and shoulders, to say nothing of big loins, which provide him with ample powers of propulsion. Personal qualities apart, nothing has done more for Hayward's popularity as a cricketer than the gracefulness of his style, and the power that he puts behind his hit. He is essentially a lively batsman, hitting the ball, when he means to hit it, as if he had a private grudge against that little sphere of red leather, while his skill in defence is only equalled by the elegance of his methods. In conjunction with Abel, his frequent partner, he has helped to put up some wonderful figures. We may quote two performances in 1899, first, when these two against Somerset made 334, of which 158 went to Tom; second, against Yorkshire, when they produced a second biggest on record, viz., 448. Tom's share was merely 275—he was bowled out, by the way, who had made about 70, but a mistake of the umpire gave him a new life—but such a stand after "scouting out" for 704, Yorkshire's total, is truly remarkable. In that year he made seven centuries in all, one for the Players v. the Gentlemen, and two for England v. Australia. Superb is perhaps the only epithet for these last two innings, played at Manchester and the Oval, for the Australians were immensely strong in bowling, and, as we remember to our cost, were in a winning vein throughout the year. He and F. S. Jackson put on 185 at the Oval for the first wicket, Tom's total being 137, and as he made 77 and 40 (not out) in two of the other representative matches, and had a nice little average of 59 against the Colonials, it was clear that he relished their bowling, good as it was. It is true, however, that in his trip to Australia with Stoddart's eleven he had had ample opportunities of studying its eccentricities. Hayward's biggest score in big cricket is a trifle of 315 not out, the Lancashire bowlers suffering to that extent in 1888, and it was curious that this large total should follow so close on the heels of the 300 made by J. T. Brown against Derbyshire the previous day; unluckily Hayward made too many runs and Surrey failed to win, but the error of judgment must probably be attributed to the Surrey captain and not to the Surrey cricketer. Everyone will remember how Hayward opened the ball last year. Hundreds came freely, and unconsidered trifles of 70 or thereabouts were numerous, so that he had nearly completed 1,000 runs before May. Only W. G. had ever done this before, but in comparing the feats it must be remembered that W. G. actually performed—not nearly performed—the feat, and also got all the runs in May itself; while Hayward had a little nest egg of 120, scored in April against the London County C.C. The scores, however, with which Thomas opened the season, deserve record, viz., 120 (not out), 55, 108, 131 (not out), 55, 108, 129; then came three failures to prove that Hayward is human like the rest of us; and then 31, 146 and 92. These make a very sweet series, while his scores against the Gentlemen were 22 and 99 at the Oval, 8 and 111 at Lord's. Big scoring does not agree with good bowling in the majority of cases, and Hayward's fast-medium deliveries are not now very effective, but his fielding—generally at third man and long on—is admirable. He does not get to quite as many as Gunn used to reach in that position; the difference in physique accounts for this; but when he reaches he holds, and that's the great point. Probably he never did a better bit of fielding than the disallowed catch at Lord's in 1897, when he dashed in from third man to a stroke of Gregory's, made two or three yards and caught the ball, two-handed, close to the ground at the full extent of his reach. So close was the thing that the umpire, on appeal, let the batsman stay where he was; but, catch or no catch, the effort was splendid, and marks the man and his determination to try for everything. Hayward is second to none in general popularity. The doubt may interregate the members of Stoddart's last eleven in Australia, of which he was a member.

Next Week:—FOSTER, MACGREGOR, ABEL.

FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants.

For Particulars, apply to—

R. C. WILCOX,  
8, Beaconsfield Arcade.

Hongkong, 22nd May, 1901. [1398]

## FOR SALE.

A COUNTER 24 feet by 4 feet 6 inches with Tankwood Two-Shelf Stand on Top and Shelving below.

Apply to—

W. BREWER & CO.,  
Queen's Road.

Hongkong, 18th July, 1901. [1770]

WREXHAM! WREXHAM! WREXHAM! THE only ENGLISH LAGER BEER in the Colony. Give it a trial and you will drink no other.

RITCHIE & CO.,  
No. 33, Des Vaux Road.  
Hongkong, 10th July, 1901. [1592]

A AMERICAN, 24 years of age, desires position as CLERK or ASSISTANT. Has extensive experience in Hotel work, and can furnish best reference.

Apply—

H. MACK,  
Thomas' Grill Rooms,  
2, Queen's Road Central.  
Hongkong, 18th July, 1901. [1808]

## JAPAN

## COALS

## THE MITSUI BUSSAN KAISHA (OR MITSUI &amp; CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.  
LONDON OFFICE:—34, LIME STREET, E.C.  
HONGKONG OFFICE:—6, THE HOUSE STREET.

BRANCH OFFICES:—New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimomoto, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Taipeh, &c.

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CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

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## FOR SALE.

FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.

CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.  
FOR PARTICULARS, APPLY TO—

HOTZ, S'JACOB &amp; CO. [1313]

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**MELLIN'S FOOD**

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND. [1530]

THE ONLY RELIABLE DISINFECTANTS ARE

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No. 5 FLUID 15% CARBOLIC  
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The STRONGEST DISINFECTANT KNOWN.

A Safe, Cheap and Effective Preparation.

Awarded 100 Gold and Silver Medals and Diplomas.

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**SWEET CAPORAL**  
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Purest & Best.



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**TRY NAVY CUT**  
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A GENTLEMAN'S SMOKE

Supplied in Three Grades,  
Mild Medium & Strong.

PACKED IN  
AIR TIGHT VACUUM TINS  
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[1735]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"COROMANDEL,"  
FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo:—  
From London, &c, ex s.s. *Australia* and *Plancy*.

From Australia, ex s.s. *Aradica* and *Australia*.

From Persian Gulf, ex s.s. *B. I. S. N.* and *B. and P. S. N. Co.'s* steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 18th July, 1901. [1]

FROM HAMBURG, ANTWERPEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA,"  
Captain Burmeister, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

This steamer brought also the Hongkong Cargo of the H.A.L. s.s. *Argonia* from New York, which Cargo was transhipped at Singapore.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 18th July, 1901. [1814]

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS, AND MANILA.

THE Steamship

"GLAMORGANSHIRE,"  
Captain Davies, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN TOMES & CO., Agents.

Hongkong, 2nd July, 1901. [1834]

VESSELS ON THE BERTH

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA, and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK,"  
Sails from Seattle about the 12th of July;

"CHINGWO,"  
Sails from Seattle about the 21st of July;

"HYSON,"  
Sails from Seattle about the 14th of August;

"KALSOY,"  
Sails from Seattle about the 24th of August;

"YANGTSE,"  
Sails from Seattle about the 27th of Sept. and will be followed by the Company's regular sailings.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.  
Hongkong, 18th July, 1901. [1824]

FOR NEW YORK.

THE 3/3 A II American ship

"L. SCHEPP,"  
Captain Kordall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ALCANTARA	Brit. str.	2 m.	E. Spicer	BUTTERFIELD & SWIRE	On 27th inst.
LONDON	SHANGHAI	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 28th inst.
LONDON, &c. VIA PORTS OF CALL.	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
LONDON	STANTON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SPERDIE, VIA PORTS OF CALL.	DAYERN	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
MARSEILLES, &c. VIA PORTS OF CALL.	ANNAM	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
MARSEILLES & LONDON	MALACCA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
HAVRE & HAMBURG	WUEZZBURG	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
HAVRE & HAMBURG	ACILIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
HAVRE & HAMBURG	ALBANY	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
HAVRE & HAMBURG	HUDSON	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
NEW YORK VIA PORTS & CANAL	ARABIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
NEW YORK VIA PORTS & CANAL	L. SCHEFF	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
NEW YORK	I. F. CHAPMAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
NEW YORK	MANUEL LIAISON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c.	KANAGAWA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
VANCOUVER, VIA MOJI, &c.	TARTAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
VANCOUVER, VIA SHANGHAI, &c.	LAURENCE OF CHINA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KINSHU MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	GLENGGLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
VICTORIA, B.C. & SEATTLE	YANTON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
PORTLAND (O.R.)	KNIGHT COMPANION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	GAELIC	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	HONGKONG MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	STRATHGYLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
AUSTRALIAN PORTS.	AUSTRALIAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
AUSTRALIAN PORTS.	YAWATA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
AUSTRALIAN PORTS.	TSINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
YOKOHAMA & KOBE	FRANZ FERDINAND	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
YOKOHAMA & KOBE	ALBANY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
YOKOHAMA & KOBE	HOMAY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
YOKOHAMA VIA SHANGHAI & KOBE	GLAMORGANSHIRE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
KOBE & YOKOHAMA	TAMBA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
KOBE & YOKOHAMA	NANCHANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
KOBE & YOKOHAMA	MELPOMENE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SHANGHAI	MASSILIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SHANGHAI	KONIG ALBERT	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	MAIDZURU MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	ANPING MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
ANPING, VIA SWATOW & AMOY	THALES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
FOUCHOW VIA SWATOW & AMOY	KASHING	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SWATOW	TSINAY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
IOLOLO & CEBU	ESMERALDA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
MANILA	LOONGSANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
MANILA	YAWATA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
MANILA	ABEATON APCAR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SINGAPORE, PENANG & CALCUTTA						

## SHIPPING.

## ARRIVALS.

July 21, PEICHING, British steamer, 984, J. Gordon, Kowloon 20th July, Rice.—A. R. MARTY.

July 21, WUEZZBURG, German str., 5,085, R. Schneider, Yokohama 5th July, General.—NORDDEUTSCHER LLOYD.

July 21, FR. V. F. INAD, Austrian steamer, 3,600, A. Martini, Trieste 4th June, General.—SANDER, WIELER & CO.

July 21, ELBA, German str., 1,702, Schonwandt, Canton 21st July, General.—EAST ASIATIC TRADING CO., LTD.

July 22, KANSU, British str., 1,240, Arnold, Amoy 20th July, General.—BUTTERFIELD & SWIRE.

July 22, KONIG ALBERT, German str., 6,559, C. Polack, Bremen 22nd June and Singapore 18th July, Mail and General.—MELCHERS & CO.

July 22, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 19th July, General.—JARDINE, MATHESON & CO.

July 22, ALEXANDRIA, German str., 3,650, A. Rorden, Hamburg and Singapore 17th July, General.—HAMBURG-AMERIKA LINIE.

July 22, ESMERALDA, British steamer, 966, J. McIntyre, Manila 19th July, General.—SHEWAN, TOMES & CO.

July 22, HUE, French steamer, 765, Godinau, Haiphong 18th July, General.—A. R. MARTY.

July 22, JACOB DIERDRIESEN, German str., 623, B. Ohlsen, Haiphong 19th July, General and Rice.—JESSEN & CO.

July 22, DEUTEROS, German str., 1,001, Frehm, Manila 19th July, General.—SICKMANN & CO.

July 22, MAIDZURU MARU, Japanese str., 667, Sotajima, Amoy and Swatow 21st July, General.—M. B. KAINHA.

July 22, MELPOMENE, Austrian str., 1,730, Motovich, Singapore 18th July, General.—SANDER, WIELER & CO.

July 22, TSINAN, British str., 1,460, O. Anderson, Mch. 18th July, General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
2nd July.  
Taishan, British str., for Shanghai.  
Kansu, British str., for Java.  
Hanoi, French str., for Haiphong.

## DEPARTURES.

21st July.  
UGANDA, British transport, for Calcutta.  
22nd July.  
HANOI, French str., for Haiphong.  
SUMATRA, P-tish trsp., for Calcutta.  
HAICHING, British trsp., for Calcutta.  
TAISANG, British str., for Shanghai.  
YIPERE, French gubnet, for Canton.

## VESSELS IN DOCK.

22nd July.  
ABERDEEN DOCK.—Sunghang, Y. Soutan, Sishan, Hothau, Clara, Shantung, Hongkong Maru.  
COSMOPOLITAN DOCK.—Colonies, Phra Nang.

## SHIPPING REPORTS.

The British steamer Esmeralda, from Manila 19th July, had moderate northerly wind and fine, clear weather.  
The British steamer Tsinan, from Moji 19th July, had moderate winds and fine weather throughout the passage.  
The British steamer Loongsang, from Manila 19th July, had moderate northerly breeze and fine weather with smooth sea throughout.

## VESSELS PASSED ANTER.

July 1, German str., Elbing, Orgel, from Tjilatjap for Batavia.  
July 3, Dutch str., Ardoena, Baghaus, July 3, from Batavia for Rotterdam.  
July 5, Dutch str., Timor, Carst, from Tjilatjap for Batavia.  
July 7, Dutch str., Gede, Clog, from Rotterdam.  
July 7, British barque, John Davis, Born, from the East.  
July 10, British str., Baron Fairlie, from Samarang.  
July 10, French barque, Marie Molinas, Langlade, from Saigon.  
July 10, British str., Holywell, for Batavia.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW.

"THALES".  
Captain Robson will be despatched for the above port TO-DAY, the 23rd inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.  
Hongkong, 20th July, 1901. [1833]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO SHANGHAI.

"MELPOMENE".  
Captain Motovich will leave for the above place TO-DAY, the 23rd inst., at 4 P.M. For Freight or Passage, apply to SANDER, WIELER & CO., Agents.  
Hongkong, 17th July, 1901. [6]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO YOKOHAMA AND KOBE.

"FRANZ FERDINAND".  
Captain Martinovich will leave for the above place TO-DAY, the 23rd inst., at 5 P.M. For Freight or Passage, apply to SANDER, WIELER & CO., Agents.  
Hongkong, 17th July, 1901. [1800]

IMPERIAL GERMAN MAIL LINE.  
STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

"KONIG ALBERT".  
Of the Norddeutscher Lloyd, Captain C. Polack will leave for the above place about 24 hours after arrival. NORDDEUTSCHER LLOYD.  
For further Particulars, apply to MELCHERS & CO., Agents.  
Hongkong, 19th July, 1901. [9]

SHIRE LINE.  
FOR KOBE AND YOKOHAMA.

"GLAMORGANSHIRE".  
Captain Davies will be despatched for the above ports TO-MORROW, the 24th July, at Noon. For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.  
Hongkong, 22nd July, 1901. [1835]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"AUSTRALIAN".  
Captain Holmes will be despatched for the above ports TO-MORROW, the 24th July, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 1st July, 1901. [1638]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, Gلاسگو, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WUEZZBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 23rd July. Freight.
ACILIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 9th Aug. Freight.
ALEXANDRIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 2nd Sept. Freight.
SIBIRIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th Sept. Freight and Passage.
ANDALUSIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 21st Sept. Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.  
Hongkong, 20th July, 1901. [1051]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)  
"EMPERESS OF CHINA". Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug. 1901.  
"EMPERESS OF INDIA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug. 1901.  
"EMPERESS OF JAPAN". Comdr. R. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, leaving THREE DAYS to a WEEK in the Trans-Pacific journey, and making connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN, one of the CANADIAN PACIFIC RAILWAY, which leaves daily, and crosses the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.  
The Company's Steamers "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.  
"TARTAN". 4,425 Tons. Comdr. G. D. Bowles, R.N.R. WEDNESDAY, 14th Aug., at Noon.  
"ATHENIAN". 3,882 Tons. Comdr. H. Mowatt.  
Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedler's Street.

Hongkong, 19th July, 1901. [10]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
BAYERN	THURSDAY... 25th July.
STUTTGART	THURSDAY... 25th August.
KONIG ALBERT	THURSDAY... 22nd August.
PRINZESS IRENE	THURSDAY... 18th September.
PRINZ HEINRICH	THURSDAY... 19th September.
PREUSSEN	WEDNESDAY... 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY... 16th October.
SACHSEN	WEDNESDAY... 30th October.
KIAUTSCHOW (Hamburg-Amerika Linie)	WEDNESDAY... 13th November.
BAYERN	WEDNESDAY... 27th November.
STUTTGART	WEDNESDAY... 11th December.
KONIG ALBERT	WEDNESDAY... 25th December.
PRINZESS IRENE	WEDNESDAY... 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY... 22nd Jan., 1902.
PREUSSEN	WEDNESDAY... 5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY... 19th Feb., 1902.
SACHSEN	WEDNESDAY... 5th Mar., 1902.

ON THURSDAY, the 25th day of July, 1901, at Noon, the Steamship "BAYERN" of the Norddeutscher Lloyd, Captain H. Blecker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 23rd July, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 24th July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 24th July. Contents of Packages are required. No Parcel Receipts will be signed for less than 2550, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 12th July, 1901. [9]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 26th July, at DAYLIGHT.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 2nd Aug., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Cluster Road.

A. S. MIHARA, Manager.  
Hongkong, 1st July, 1901. [13]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
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GLENGGLE	3,750	W. Fraies	July 31st
TACOMA	2,811	J. Alvan	August 6th
BEAUMAR	3,601	W. Wall	August 27th
DUKE OF FIFE	3,821	J. S. Cox	September 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32.  
Excellent accommodation. First-class Table. Doctors and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.  
The Railroad travelling is second to none on the American Continent, two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.  
The best route to the KODIAC GOLD FIELDS. Frequent sailings from Victoria and Tacoma to DYE and St. MICHAEL.

Rates of Passage to other Points on application. A Special Bill of Lading to be issued for Government Service. For further information as to Passage or Freight, apply to WOODWELL & CO., LIMITED, General Agents.

Hongkong, 17th July, 1901.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON	SHANGHAI	About 27th July	Freight or Passage.
YOKOHAMA VIA SHANGHAI AND KOBE	BOMBAY	About 30th July	Freight or Passage.
SHANGHAI	MASSILIA	About 2nd August	Freight or Passage.
LONDON, &c.	BENGAL	Noon, 3rd August	See Special Advertisement.
MARSEILLES AND LONDON	MALACCA	About 10th August	Freight or Passage.

For Further Particulars, apply to  
H. A. BITCHIE, Superintendent.  
Hongkong, 20th July, 1901. [1]



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	Due
GLASGOW and LIVERPOOL	"STENTOR"	On 24th July.
GLASGOW and LIVERPOOL	"IDONEUS"	On 24th July.
GLASGOW and LIVERPOOL	"ORESTES"	On 24th July.
GLASGOW and LIVERPOOL	"ATLAS"	On 24th July.
GLASGOW and LIVERPOOL	"TYDEUS"	On 24th July.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th July.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"ALCINOUS"	On 24th July.
LONDON	"DEUCALION"	On 24th July.
LONDON	"PELEUS"	On 24th July.
LONDON	"STENTOR"	On 24th July.
LIVERPOOL DIRECT	"PATROCLOS"	On 24th July.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.  
Hongkong, 17th July, 1901. [15]

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"NANCHANG"	On 24th July.
IOLOILO and CEBU	"KASHING"	On 24th July.
MANILA	"TSINAN"	On 24th July.
PORT DARWIN, THURSDAY		
ISLAND COASTWATER, CAIRNS		
TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 20th July, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR ANPING (VIA SWATOW AND AMOY)  
THE Company's Steamship

"MAIDZURU MARU."  
Captain K. Sudzuki, will be despatched for the above ports TO-MORROW, the 24th inst.  
For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 16th July, 1901. [18]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"ARRATOON APCAR."  
Captain E. Fey, will be despatched for the above ports on FRIDAY, the 26th July, at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
**DAVID SASSOON, SONS & CO.,**  
Agents.  
Hongkong, 16th July, 1901. [178]

NIPPON YUSEN KAISHA.

FOR MANILA  
THE Company's Steamship

"YAWATA MARU."  
3,873 tons gross. Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 26th inst., at 4 p.m.  
This new Mail steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to  
**A. S. MIHARA,**  
Manager.  
Hongkong, 22nd July, 1901. [1838]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA  
THE Company's Steamship

"LOONGSANG."  
Captain G. S. Weigall, will be despatched as above on FRIDAY, the 26th July, at 4 p.m.  
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 22nd July, 1901. [1837]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA, KOBE AND MOJI.

THE Company's Steamship  
"LAISANG."  
Captain Geo. Payne, will be despatched as above on SATURDAY, the 27th July, at Noon.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 22nd July, 1901. [1838]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE  
Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other ports of the United States  
In connection with the  
GREAT NORTHERN RAILWAY CO.'S LINES

THE Steamship  
"YANGTZE."  
6,427 Tons, Commander H. L. Allen, is due here on 6th August, and will have quick despatch.  
For Rates of Freight and further Particulars apply to  
**JARDINE, MATHESON & CO.,**  
Agents.  
Hongkong, 20th July, 1901. [1835]

VESSELS ON THE BERTH.  
U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GALIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	THURSDAY, 25th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COFFIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.

THE O. & O. S. S. Co.'s Steamship "GALIC" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States and Europe.  
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various rates can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,

ACTING AGENT.

Hongkong, 15th July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON"	About 1st Aug.
"HEATHBURN"	About 15th Aug.
"JUPITER"	"
"MOGUL"	"
"KURDISTAN"	"
"SATSUMA"	"
"LENNOX"	"

For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 23rd July, 1901. [1739]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ABARA."  
Captain Williamson, will be despatched for the above port on or about 5th August, and will be followed by the Steamship  
"ATAKA"  
on or about 15th September.

For Freight, apply to  
**SHEWAN TOMES & CO.,**  
Agents.  
Hongkong, 22nd July, 1901. [1263]

PORTLAND AND ATLANTIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships

"INDIAVELL," "INDRAPURA,"

and "KNIGHT COMPANION"

between HONGKONG and PORTLAND (OR.) calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION"

will be despatched for Portland (Or.) on or about 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON,**  
General Agent,  
or to  
**SHEWAN TOMES & CO.,**  
Agents.  
Hongkong, 19th July, 1901. [1824]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Lines

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with EAST-CHINA STEAM NAVIGATION Co's fortnightly service between CALCUTTA and SINGAPORE.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED.**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH  
THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR POOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Ateami, will be despatched for the above ports on WEDNESDAY, the 31st July, at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 17th July, 1901. [119]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, China and Japan. [14]

FOR NEW YORK.

THE 3rd A.I.I. American ship

"I. F. CHAPMAN."

shortly expected here from KOBE, will load for the above port, and will have quick despatch.

For Freight, apply to  
**ARNOLD, KARBURG & CO.,**  
Agents.  
Hongkong, 2nd July, 1901. [1607]

HONGKONG.

STEAMERS.

Alexandria, Gor. str., 3,650, Rorden, July 22.

Hamburg-Amerika Linie

Arratoon Apar, Brit. str., 2,379, Fey, July 15.

Durham, Saxon, Sons & Co

Clara, German steamer, 675, Hansen, July 18.

Japan & Co

Daiichi Maru, Japanese str., 900, Ogata, July 19.

Deutscher, German str., 1,001, Frahm, July 22.

Siamson & Co

Elas, German str., 1,702, Schonwandt, July 15.

Jobson & Co

Esang, British steamer, 1,127, Hay, July 21.

Jardine, Matheson & Co

Esmeralda, British str., 968, McGinty, July 22.

Shewan, Tomes & Co

Feiching, British str., 983, Gordon, July 21.

A. R. Martz

F. Ferdinand, Aust. str., 3,860, Martinsch.

July 21, Sander, Wieler & Co

Gauche, British steamer, 2,691, Finch, July 13.

O. B. S. S. Co.

Glamorganshire, British str., 2,888, Davies,

July 21, Shewan, Tomes & Co

Guthrie, British str., 2,500, McArthur, July 16.

Gibb, Livingston & Co

Holhaas, French str., 509, Merles, July 14.

A. R. Murty

Hongkong Maru, Jap. str., 4,159, Filmer, July 20.

Toyo Kisen Kaisha

Hue, French steamer, 704, Godinau, July 22.

A. R. Murty

Jacob Diederichsen, Ger. str., 623, Olsson, July 22.

Jensen & Co

Kanai, British steamer, 1,247, Arnold, July 22.

Battenfeld & Swire

Kashang, British str., 1,138, Sanderson, July 19.

Battenfeld & Swire

Kong Albert, German str., 6,589, Polack, July 22.

Melchers & Co

Kuntang, British str., 1,495, Selby, July 16.

Jardine, Matheson & Co

Leisang, British str., 2,224, Payne, July 18.

Jardine, Matheson & Co

Loongsang, British str., 1,080, Weigall, July 22.

Jardine, Matheson & Co

Loosle, German str., 1,020, Fuchs, July 21.

Battenfeld & Swire

Maidzurru Maru, Japanese str., 667, Sobajima,

July 21, Mitsui Bussan Kaisha

Melpomene, Aust. str., 1,700, Metcovich, July 22.

Sander, Wieler & Co

Muncheu, German str., 4,091, Krebs, May 23.

Melchers & Co

Nanchang, Brit. str., 1,062, Finlayson, July 11.

Battenfeld & Swire

Naushan, British str., 1,209, Jones, June 27.

Bradley & Co

Oak Branch, Brit. str., 2,054, Schell, June 12.

Dodwell & Co. Limited

Perla, British str., 1,284, Bland, July 19.

Shewan, Tomes & Co

Pharman, German str., 1,500, Calder, July 17.

Melchers & Co

St. Irene, British str., 2,474, Clements, July 8.

Order

Santakan, German str., 1,374, Schmor, July 17.

Melchers & Co

Shantung, German str., 1,007, Rabbelmund, July 20.

Melchers & Co

Sichan, British str., 852, H. Holton, July 9.

Bradley & Co

Sungkiang, British str., 1,021, Moore, July 6.

Battenfeld & Swire

Taisan, British str., 1,122, Stovel, July 21.

Bradley & Co

Thales, British steamer, 838, Robson, July 21.

Douglas Laprak & Co

Tainan, British str., 1,460, Anderson, July 22.

Douglas Laprak & Co

Wurzberg, German str., 5,085, Schuder, July 31.

Hamburg-Amerika Linie

Y. Sotana, Amr. ship, 585, Cortisolo, July 13.

Order

SAILING VESSELS.

Colet Burrell, British ship, 1,764, Jeffy, May 29, Order

Holliswood, Amr. ship, 1,084, Knight, June 14, Order

L. Scheep, Amr. ship, 1,673, Kendall, July 5, Carlowitz & Co

Manuel Elguero, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co

M. de Villars, French



